



THE MARINE FIREMAN

Official Organ of the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association



Volume 80

SAN FRANCISCO, CALIFORNIA, JANUARY 10, 2024



No. 1

AAPA and MARAD announce initiative to identify national port cargo handling needs

On January 3, the U.S. Department of Transportation's Maritime Administration (MARAD) and the American Association of Port Authorities (AAPA) announced a survey of port authorities and marine terminal operators that will identify the national port cargo handling needs of over the next five to 10 years.

In addition, through interviews with ports and U.S. manufacturers, this effort will assess the interest and capability of American and foreign manufacturers to produce cargo handling equipment and other relevant port equipment in the U.S. This project will also assess the feasibility of a pooled procurement model for sourcing electrically powered port equipment and port items.

Given the shortage of American (or U.S.) manufactured equipment to handle cargo and the industry-led push to electrify operations in response to a changing climate, it is critical that the U.S. build a domestic capacity for manufacturing clean, electrically powered American cargo handling equipment as an alternative to existing, predominantly foreign sources.

Led by AAPA through a cooperative agreement with MARAD, the Building

IBF implements high-risk area in the Red Sea

PRESS RELEASE — 22 December 2023

Following the incidents in the Red Sea and the Bab El-Mandeb strait since 19 November 2023, the International Bargaining Forum (IBF) have agreed to designate the southern section of the Red Sea and the Strait as a High Risk Area with effect from 22 December 2023. This means that seafarers transiting this area covered by IBF agreements will be entitled to:

- A bonus that is equal to basic wage, payable for the duration of the transit;
- Double compensation for death or disability;
- Mandatory requirement to increase security arrangements equivalent to ISPS Level 3.

This follows a period of close monitoring of the situation and analysis of subsequent risks to shipping and seafarers by the IBF's 'Warlike Operations Area Committee' over the past few weeks.

The social partners have become increasingly concerned about the actions taken by Houthi rebel forces who are threatening the safety of transiting seafarers and vessels in the Red Sea because of the Israel-Hamas war. The IBF calls upon states who have influence in the area to safeguard this globally important trade route to ensure the health and safety of the seafarers.

Speaking at the conclusion of the talks, the International Mariners' Management Association of Japan and Joint Negotiating Group's (JNG) Chair Toshihito Inoue said, "Sadly, seafarers are often at risk when there is war and global disruptions. After the initial attacks on vessels by Houthi rebels on the western coast of Yemen in the Red Sea, it is important to assess the threat to seafarers and shipping and urge the respective governments to take action to ensure the safety of the seafarers and thereby global trade. In addition, the social partners have a responsibility and JNG is confident that it has now introduced a designation which properly addresses concerns by seafarers transiting the Red Sea.

IMEC Chair Capt. Belal Ahmed added "The Red Sea and Suez Canal is a key shipping route. As an employers' association, it was important for us to reassure seafarers who may be at additional risk in the area that they have appropriate coverage. We will also continue to lobby governments to step up their efforts in the region."

ITF Seafarers' Section Chair David Heindel said "These are trying times for the industry and especially seafarers, who are simply doing their jobs. While this is a sensitive political issue, for the seafarers it's about their health and safety. We welcome the decisions made by several companies to pause or reroute vessels to avoid the risk of attack and we are pleased that our partners have responded positively to our request to reflect the potential risks that exist for all seafarers transiting the Red Sea at this time." Heindel added; "We continue to call for governments to provide military support in the area and ensure the release of the *Galaxy Leader* crew."

IBF will continue to closely monitor the situation and be ready to convene the WOAC quickly if the situation escalates. The new High Risk Area is defined by the following coordinates but excludes twelve nautical miles off the coastline of Yemen which is already designated as a Warlike Operations Area:

In the Southern part of the Red Sea

- Commencing from the Saudi Arabia Border at 16°24.12 N and running West until Eritrea.
- From the Southern side ending at the Traffic Separation Scheme (TSS) in the Bab El Mandeb Strait running parallel to the Eritrea, Djibouti border.

In the Southern part of the Yemini Coast

- From the central Yemini Coast, a cross section commencing from Aden, a port in Yemen at 45°01.40 E and running South until the Internationally Recommended Transit Corridor (IRTC) at 12°05.00 N.
- From this position running west along the Recommended Security Corridor (RSC) until the Warlike Operations Area intercepts.

The International Bargaining Forum (IBF) is the forum that brings together the International Transport Workers' Federation (ITF) and the international maritime employers that make up the Joint Negotiating Group (JNG).

American Production Capacity for Electric Port Equipment and Other Port Infrastructure Items information collection effort, is scheduled to be completed by spring of 2024, and a final report issued in summer of 2024.

New Year's Message from the Maritime Administrator to U.S. Flag Mariners

Thursday, December 28, 2023

As we find ourselves in the home stretch of another trip around the sun, I want to pause and take the time to reflect on how your efforts make MARAD incredibly successful year in and year out.

Thank you!

I am amazed by the unwavering dedication and tremendous work ethic displayed by the crews of our US Flag Fleet Vessels, especially those at sea today, far from friends and family, supporting America's Armed Forces and critical supply chains.

MARAD's mission to foster, promote, and develop the maritime industry to meet the nation's economic and security needs could not be met without you, mariners who are willing to take a career path that has you at sea for long periods during which "telework" is not an option like it is for so many others. I appreciate your hard work, the service you provide to our nation, and thank you for answering the call to be our crew members for critical missions. I hope you and your fellow mariners take pride in your many accomplishments. Know that our agency is focused on continuing to grow the fleet to create a stronger and safer career pathway for you.

I know this message may find you far from home, and I hope you'll find some time upon your return to recharge, reset, and reflect. In the meantime, however you choose to — and are able to — celebrate the new year, please keep safety at the forefront.

Lastly, I want to extend my heartfelt thanks to you all for your contributions. As we look forward to the new year, I am confident that the MARAD Team — and especially our US Mariners aboard US Flag ships serving our nation at sea — will continue to achieve new heights and overcome any challenges presented by the ever-evolving global picture.

Wishing you and your families a Happy New Year filled with prosperity, good health, and continued success.

— Rear Admiral, Ann C. Phillips,
U.S. Navy (Ret.), U.S. Maritime Administrator

In Memoriam: Seafarers International Union President Emeritus Mike Sacco

Seafarers International Union President Emeritus Michael Sacco passed away on December 28, 2023, in St. Louis, surrounded by his family. He was 86 years old. Brother Sacco was the longest-serving president in SIU history, having led the organization from 1988 until his retirement in February 2023, a period spanning nearly 35 years.

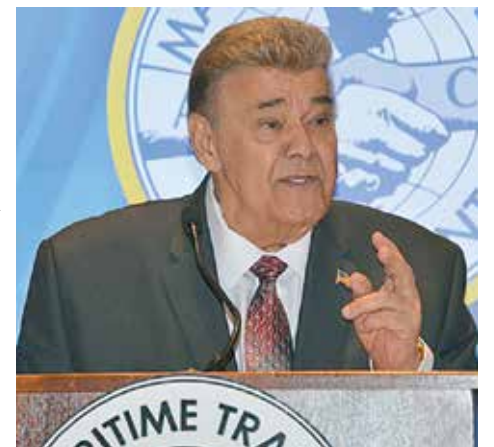
A native of Brooklyn, New York, Sacco served in the U.S. Air Force from 1954 to 1958. He became associated with the SIU in 1958 and shipped aboard U.S.-flag merchant vessels until he came ashore during the 1960s to serve the SIU in a succession of union posts, including those of patrolman, port agent and headquarters representative.

Sacco was vice president of the Seafarers Harry Lundeberg School of Seamanship from 1968 to 1979. The school, located on the grounds of the Paul Hall Center for Maritime Training and Education in Piney Point, Maryland, prepares men and women for a career aboard U.S.-flag commercial vessels and provides upgrading opportunities to active members.

From 1980 to 1988 he directed the SIU's Great Lakes and Inland Waters division as vice president. Based in St. Louis, he served as secretary-treasurer of the Greater St. Louis Area and Vicinity Port Council and as an executive board member of the Missouri State AFL-CIO.

Sacco served as president of the SIU-AGLIW for nearly 35 years, beginning in June 1988. He also worked as president of both the Seafarers International Union of North America (a federation of autonomous unions that includes the SIU-AGLIW) and the Maritime Trades Department throughout the same period.

In November 1991, at its 19th Biennial Constitutional Convention, Sacco was elected a vice president of the AFL-CIO, the federation of 60 national and international unions representing more than 14 million workers in the United States. He eventually became the senior vice president of the AFL-CIO Executive Council as its longest-serving member.



The Marine Fireman

Published Monthly By

The Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association

ORGANIZED 1883

Affiliated with the Seafarers International Union of North America, AFL-CIO

Yearly subscription rate: \$20 first class, \$25 overseas air

Postmaster: Send address changes to The Marine Fireman, 240 2nd Street, San Francisco, CA 94105

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Marine Firemen's Union Training Flow Path

Questions continually arise regarding the requirements for entry-level employment aboard MFOW-contracted ships and the requirements to be enrolled in training courses through the MFU Training Plan. This updated flow chart attempts to answer those questions.

Entry-Level Wiper

If you are not a member of the MFOW, you may register in person for work as a non-seniority applicant. The MFOW does not send or receive applications by mail. You will not be considered for employment if you do not possess all of the items listed below:

Requirements for Entry Level Employment

- Current U.S. Merchant Mariner's Credential (endorsed as Wiper).
- Current Transportation Worker Identification Credential (TWIC).
- Current Passport (preferably U.S. Passport).
- Printout of DOT-approved drug screen (within six months).
- Current STCW Two-Year Medical Certificate.
- Current STCW Basic Training endorsement.
- Current STCW Vessel Personnel with Designated Security Duties (VPDSD) and Security Awareness (SA) endorsements.



The quickest path to employment is through our government vessels program. Non-seniority applicants who hold a U.S. Passport will be offered Military Sealift Command Government Vessels training through the MFU Training Plan.

Step 1

- Requirements for Military Sealift Command Employment
- Military Sealift Command training, which includes the following:
 - Anti-Terrorism
 - Chemical, Biological, Radiological Defense
 - Shipboard Damage Control
 - Helicopter Fire Fighting
 - Survival, Evasion, Resistance and Escape
 - Marine Environmental Protection Training



Step 2

- Entry-level mariner accumulates 180 days' or more of MFOW-contracted sea time as Wiper; and obtains a Coast Guard approval letter for endorsement upgrading, which certifies a minimum of 180 days' sea time as Wiper.
- Mariner applies for and completes the QMED Fireman/Watertender and QMED Oiler course at Maritime Institute.
- Mariner applies for and completes the STCW Rating Forming Part of an Engineering Watch (RFPEW) course at Maritime Institute.
- Mariner applies for and obtains the QMED Fireman/Watertender, QMED Oiler and STCW RFPEW endorsements from the Coast Guard.



Step 3

- While qualified as an RFPEW, mariner accumulates 180 days' or more of additional MFOW-contracted sea time.
- Mariner applies for and completes the QMED Electrician/Refrigerating Engineer course at Maritime Institute.
- Mariner applies for and completes the STCW Able Seafarer-Engine (AS-E) course at Maritime Institute.
- Mariner applies for and obtains the QMED Electrician/Refrigerating Engineer and STCW AS-E endorsements from the Coast Guard.
- Mariner applies for and obtains the QMED Junior Engineer endorsement from the Coast Guard (given to mariners who possess the QMED Electrician/Refrigerating Engineer, Fireman/Watertender, and Oiler endorsements)



Step 4

- Mariner applies for and completes the High Voltage Safety course at Maritime Institute.



Step 5

- Mariner accumulates 180 days or more of additional MFOW-contracted sea time.
- Mariner applies for and completes the QMED Pumpman/Machinist course at Maritime Institute.
- Mariner applies for and obtains the QMED Pumpman/Machinist endorsement from the Coast Guard.

Cost

The above flow path, sponsored by the MFU Training Plan, is designed for entry-level mariners to balance work (sea time) and training in a step process which results in the mariner obtaining the QMED endorsements of Fireman/Watertender, Oiler, Junior Engineer, Electrician/Refrigerating Engineer, and Pumpman/Machinist; and the STCW endorsements of RFPEW and AS-E endorsements over a three to five-year period.

The estimated tuition cost to the MU Training Plan per person is as follows:

Course	Tuition
Military Sealift Command/Government Vessels	\$1,850
QMED FOWT	\$4,100
STCW RFPEW	\$1,150
QMED Electrician/Reefer	\$6,000
STCW AS-E	\$1,200
High Voltage Safety	\$1,925
QMED Pumpman/Machinist	\$5,800
Total	\$22,025

The estimated cost to the MFU Training Plan for lodging, subsistence and travel is approximately double the tuition cost; so, the total cost to the Plan is around \$44,000.

Port of Long Beach to receive \$283 million for rail project

The Port of Long Beach will receive \$283 million from the federal government to assist in building *America's Green Gateway*, a rail project which will enable one of the nation's busiest seaports to move more cargo by trains, speeding deliveries across the entire national supply chain, easing congestion and lessening local environmental impacts. The funding was awarded for the port's Pier B On-Dock Rail Support Facility through the U.S. Department of Transportation's Mega Grant Program. The \$1.567 billion project is the centerpiece of the port's on-dock rail construction improvements.

struction improvements.

Moving cargo by on-dock rail — directly moving containers to and from marine terminals by trains — is cleaner and more efficient, as it reduces truck traffic. When the new facility opens, no cargo trucks will visit. Instead, smaller train segments will be brought to the facility and joined together into a full-sized train.

Due to the importance of the Pier B On-Dock Rail Support Facility to the national supply chain, the port continues to seek funding partners for the project. The California State Transportation Agency — CalSTA — in July 2023 announced a grant of \$158 million from the Port and Freight Infrastructure Program to help fund the Pier B project as an important part of the state's cargo movement strategy. The federal government previously awarded almost \$105 million to the project. To date, the port has secured more than \$640 million in grant funding for Pier B.

Construction is expected to begin next year. The new facility will more than double the size of the existing Pier B rail yard from 82 acres to 171 acres and more than triple the volume of on-dock rail cargo the port can handle annually, from 1.5 million twenty-foot equivalent units (TEU) to 4.7 million TEU. The yard will also feature a depot for fueling and servicing up to 30 locomotives at the same time and a full-service staging area to assemble and break down trains up to 10,000 feet long. The overall project will be built in phases, each improving cargo flow, with completion by 2032.

Active MFOW members

Retain your Welfare Fund eligibility.

MAIL or TURN IN all your Unfit for Duty slips to:

MFOW Welfare Fund

240 Second Street, San Francisco, CA 94105

MFOW/SUP Welfare Fund Holiday Benefit

A good time was had by all at the annual holiday parties sponsored by the MFOW Welfare Fund and the SUP Welfare Fund in San Francisco, Wilmington, Seattle and Honolulu.



Billions committed to enhance shipping on the Great Lakes

A comprehensive independent survey of public and private investment conservatively estimates that \$8.4 billion will be spent to enhance marine shipping on the Great Lakes and St. Lawrence Seaway between 2018 and 2027. Prepared by Martin Associates,

and titled Infrastructure Investment Survey of the Great Lakes and St. Lawrence Seaway System the survey quantifies ongoing investments in the navigation system to help support long-term planning and the achievement of economic development goals.

In addition to identifying the level of investment, the survey also revealed investment in specific aspects of Great Lakes-St. Lawrence Seaway system. This includes:

- \$636 million invested in vessel enhancements between 2018 and 2022, with at least another \$328 million planned between 2023 and 2027.
- \$2.1 billion invested to enhance port and terminal infrastructure between 2018 and 2022, with at least another \$1.1 billion planned between 2023 and 2027.
- \$3 billion invested in waterway infrastructure such as locks, breakwaters and navigation channels between 2018-2022, with at least another \$1.2 billion planned between

2023 and 2027.

The survey was developed as part of a larger project that was requested by a public/private sector committee of American and Canadian maritime organizations. That project produced a study titled Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region, which was released last July.

The intent of this project was to provide the navigation community, transportation planners, government policy makers, and the public with an independent assessment of the economic contributions associated with commercial maritime shipping in the Great Lakes and St. Lawrence region throughout North America.

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MFOW PRESIDENT'S REPORT



O-MAST

Several years ago, the East Oakland Stadium Alliance (EOSA) was formed in response to the Oakland A's plans for a private ballpark and luxury real estate development at the Port of Oakland's Howard Terminal. The MFOW joined the alliance at inception. EOSA believed that it was in the best interest of Oakland residents, the seaport, and the Oakland A's and its fans for a new, state-of-the-art major league baseball stadium to be constructed at the Coliseum site, in East Oakland; rather than at Howard Terminal.

The coalition has grown into a diverse force of maritime, transportation, logistics, labor and community stakeholders working towards one common goal: the long-term viability of the Port of Oakland. Now that the Oakland A's move to Las Vegas is all but inevitable, EOSA members need to remain diligent to ensure no efforts are made to resurrect the A's ill-fated plans.

We have received an announcement of the launch of the Oakland Maritime Access, Sustainability, and Trade (O-MAST) coalition. The O-MAST coalition will build upon the momentum gained by EOSA to ensure the working waterfront continues to be a vibrant hub of Oakland and the Bay Area economy. Moving forward, the MFOW will provide continued support and coalition participation.

Trust Funds

On December 13, the trustees of the various MFOW trust funds held their quarterly meetings via teleconference. On December 14, the trustees of the various SIU Pacific District trust funds held their quarterly meetings via teleconference.

MFOW Welfare Fund — Each calendar year, the benefit allowance for the pensioners' excess medical benefit is adjusted by the percentage change in medical costs as determined by the Bureau of Labor Statistics. For the 12-month period ending October 31, 2023, the Consumer Price Index for Medical Care Services in the United States decreased two percent. It was agreed that the annual pensioners' excess medical benefit allowance shall be lowered to \$32,340 from \$33,000 for calendar year 2024.

SIU-PD Seafarer's Medical Center — It was reported that the SIU-PD Seafarer's Medical Center is expected to operate at a deficit moving forward without a contribution increase. Section 32 of the SIU-PD General Rules (both APL Marine Services and Matson) requires contributing employers to pay into the trust a per manday contribution adequate to sustain the program with reasonable cash reserves. An increase of one dollar per manday was determined to be the most reasonable and sufficient option.

On December 16 and 19 respectively, both Matson and APLMS agreed to increase the SIU-PD Medical Center contributions for MFOW, SUP and SIU-AGLIW commercial vessel sailing and standby mandays effective January 1, 2024.

COVID Vaccination Requirements

On December 14, the Union was notified by Matson labor relations that the COVID vaccination requirement for Hawaii and Alaska domestic service vessels was eliminated. However, the company is keeping the COVID vaccination requirement in place for China-Long Beach (CLX) service foreign vessels.

APLMS

On December 15, the Union was notified by APL Marine Services (APLMS) labor relations that the company will be switching to an offshore bi-weekly payroll system

effective January 1, 2024. All payoff options will still apply when articles are broken. The system will have the following advantages:

- More accurate pay.
- Less errors on overtime.
- No more 10-day forecasting of the overtime.
- Fewer overpayments and underpayments.
- Full payments of earned wages each pay period.

Bay Area Commercial Building Blues

A recent *San Jose Mercury News* article pointed out that office vacancies in the San Francisco Bay region have ballooned to an all-time high, and could grow worse in 2024. The office availability rate soared to record levels at the end of 2023 in San Francisco's urban core, Silicon Valley and downtown Oakland. The sluggish state of the Bay Area's tech industry is a driving force behind the sky-high availability levels. Remote work is a significant factor, and the huge amount of empty and available office space in San Francisco is driven in no small part by a perceived "doom loop" of crime, homelessness and economic woes in the city.

Downtown San Francisco's office availability level at year's end reached an all-time high of 36.7 percent, meaning more than one-third of office space in the city was empty. Office availability in Silicon Valley was slightly lower, but still hit a record high of 27.5 percent. Downtown San Jose's office market is also in a tough state, with an office availability rate of 35.7 percent, while nearby Santa Clara is struggling with an office availability level of 30.5 percent. And Downtown Oakland's office market, had a total availability rate of 21.3 percent; meaning about one-fifth of the office space in the East Bay city's urban core was empty.

As a commercial property owner in San Francisco, it is prudent that the MFOW stays on top of trends and shifts in the local market.

Michael Sacco

On December 28, 2023, Seafarers International Union of North America President Emeritus Michael Sacco died from natural causes in St. Louis, Missouri, surrounded by family members. He was 86 years old. Mike was the longest-serving president in SIU history, having led the organization for nearly 35 years from 1988 until his retirement in February 2023. His impact on the U.S.-flag and global maritime industry was profound. As our international president, he was always eager to lend a hand to the MFOW in AFL-CIO matters.

On January 3, 2024, the monthly MFOW Headquarters meeting was adjourned in honor of long-time SIUNA and Maritime Trades Department President Mike Sacco.

China shipbuilders see increase in global orders

China's shipbuilding firms are securing a growing number of global orders, extending delivery times to 2028, propelled by the advantage of green development. The adoption of the 'intelligent and green' shipbuilding model is propelling China's shipbuilding sector toward high-quality development.

The world's number one container liner company is one of the company's clients and about 80 per cent of the company's orders are from overseas, said director Li Hao of international operation department of Guangzhou Shipyard International Co Ltd, a subsidiary of China State Shipbuilding Co Ltd. More than 60 per cent of the company's existing orders are high-tech, high value-added methanol dual fuel or LNG dual fuel new green ship types, which can reduce emissions of carbon, nitrogen ox-

ides and sulfur thus greatly reducing environmental pollution.

Three major indicators of China's shipbuilding industry achieved comprehensive growth in 2023. These indicators include shipbuilding completion, new orders and existing orders, according to data from the Ministry of Industry and Information Technology.

Statistics indicate that from January to November 2023, China's shipbuilding industry completed 38.09 million deadweight tons (DWT), up 12.3 percent year-on-year and received new orders of 68.45 million DWT, up 63.8 percent year-on-year.

As of the end of November, China had existing orders of 134.09 million deadweight tonnage, an increase of 29.4 percent on a yearly basis.

Containership fire kills two in Port of Houston

Two crewmembers were killed and another badly injured after a fire broke out on a containership in the Port of Houston, Texas. Port Houston Fire Department responded during the early morning hours on January 8 to a report of a fire onboard the Panamanian-registered containership *Stride*, that was docked at the Barbour's Cut Container Terminal. Two ship crew members lost their lives, and another was injured and transported to a hospital via a medical

transport helicopter. No other injuries were reported.

The blaze was extinguished, and there is was no threat to the surrounding community. The Port Houston Fire Department remained on scene to monitor the vessel for at least 24 hours. Baytown and LaPorte Fire Departments also assisted in firefighting efforts. The Harris County Fire Marshall and Medical Examiners conducting their investigations.

Moved recently?

Please send change of address information to:

MFOW WELFARE FUND, Attention: Esther Hernandez
240 2nd Street, San Francisco, CA 94105
(415) 986-1028/ (415) 986-5720 Email: EHernandez@mfoww.org

The World's Largest Container Shipping Companies

Container shipping companies by fleet size and TEU capacity (as of Jan. 3, 2024)*

Company	Vessels	TEU Capacity
MSC - Mediterranean Shipping Company	800	5.6M
APM-Maersk	675	4.1M
CMA-CGM	624	3.6M
COSCO - China Ocean Shipping Company	490	3.1M
Hapag-Lloyd	266	2.0M
ONE - Ocean Network Express	231	1.8M
Evergreen Line	211	1.6M
HMM - Hyundai Merchant Marine	70	0.8M

* TEU - Twenty-foot equivalent unit or standard 6.1 meter long shipping container
Source: Alphaliner



statista

VICE PRESIDENT'S REPORT

"I pledge my word of honor that I will be faithful to the Marine Firemen's Union; that I will work for its best interests and look upon every member as my brother." For those unfamiliar or have no taste for literature, it is the first sentence of the membership pledge. If you know where this statement was procured from, then you would know that breaking this pledge comes with a consequence. I mention this due to multiple, sometimes egregious, failures to uphold this pledge recently. We don't plan to make the membership rise and recite the pledge as if it were pledge of allegiance back in grade school. We don't plan on enforcing the consequence stated therein. I do plan to help the membership learn and remember it. It may become a monthly musing along with Sonny's sales pitch to volunteer on the *Lane Victory*.

Filling jobs has been a struggle, especially so on the government vessels. There has been a steady request for labor onboard MARAD vessels and newly ac-

quired vessels for PCS that has stretched us thin. I'm literally staring at an email to break out the RJP in a few days while writing this report. Mariners seem reluctant to ship during the holiday season so I would venture to say that the months of January and February will give us a good idea of how we're looking when everyone returns from their holiday hiatus. Dropping additional barriers of entry/employment such as the MSC supplementary physical and vaccine requirement would be a welcomed late Christmas gift to the reeling maritime industry.

I'd like to personally give a shout out to Mr. Brendan Bohannon and thank him for helping the MFOW out. He provides services to our members as well as his own. Please take a minute or two to make a union official's job a little less thankless.

This will conclude my monthly rambblings. Start memorizing that membership pledge.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for December 2023:

MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV Manulani* — delegate ERJ Steve Mohlin, #3831; no beefs. *MV Mau-nawili* — delegate DJU David Thompson, #3878; no beefs. Ship arrived once in mid-December late due to heavy fog, also they were the last ship I paid a visit to for 2023.

On the Pacific Southwest triangle run: *MV Mokihana* — delegate REJ Dale Cunningham, #3597; no beefs. *MV Mahimahi* — shipped an ERJ, REJ, DJU and Wiper for time up, no beefs.

Ready Reserve Force: *MV Cape Horn* activation starting date December

26, delegate Electrician Philip Sanchez, #3862; no beefs.

APL MARITIME SERVICES

On the EX1 run: *MV President Kennedy* — delegate REJ Bozhidar Krastev, #3936; no beefs, shipped an REJ for time up and additional REJ to assist with cargo operations. *MV President Cleveland* — delegate REJ Edgardo Guzman, #3905; no beefs. *MV President Wilson* — delegate ERJ Aaron Jones, #3944; re-shipped. No beefs.

PATRIOT CONTRACT SERVICES

USNS Pililaau — shipped a Wiper. *USNS Charlton* — shipped an Electrician and Oiler for time up.

Fraternally,
Bobby Baca

Opinion: The shortage of mariners willing to work for less

By Don Marcus,

President of International Organization of Masters, Mates & Pilots.

Lost in the recent debate in *gCaptain* about the shortage of qualified American mariners is the reality that life at sea has become increasingly austere and isolating. The wage and benefit differential between a career at sea and one ashore is a thing of the past for licensed and unlicensed mariners alike. When an AB can earn as much working at the local Walgreens as he or she can receive when employed aboard ship and be home every night, the choice to go to sea is limited to a much smaller pool of individuals. There was a time when a ship's master or chief engineer earned pay commensurate with airline pilots and marine pilots. That is no longer the case.

However, as has been pointed out by many, the issue is more complex than simply wages and benefits. Quality of life, respect and working conditions are a large part of the disincentive to embark upon or to continue a career at sea. Reduced crews, workload and the resulting stress and fatigue make senior officers exit their careers at the first opportunity and discourage aspiring officers from pursuing their careers. Increased instances of suicide and mental illness aboard ship are the documented results. Modern communications, rather than easing the workload at sea, have reduced ships officers to the status of disposable utensils managed by personnel ashore with a fraction of the experience required to adequately understand and support seagoing officers.

All industry leaders know that internet connectivity is a basic need aboard ship for all mariners. Yet, while shoreside management is in relentless communication with its senior officers aboard ship, many of these same employers steadfastly refuse to provide their crews with the internet capabilities they need. None of this, unsatisfactory wages, benefits, shipboard working and living conditions and length of seagoing tours of duty come as a surprise to any maritime employer, foreign or domestic.

What holds true for American mariners is equally true for those from the UK, Scandinavia or elsewhere in Western Europe, Japan or traditional first world maritime countries. The solutions, of course, cost money. Money not just for wages and benefits, but to create attractive and rewarding workplaces at sea. The quality-of-life aboard ship extends not just to internet connectivity, it includes first-rate quarters, food, recreational facilities, adequate rest periods, shore leave, family accompaniment during voyages at sea, and shorter tours of duty.

Rather than deal with this reality, maritime employers around the world are doing what they have always done: seek out lower cost labor wherever it might be found. Hence, the Flag of Convenience system was developed shortly after the Seamen's Act of 1915, which protected seamen's rights and conditions at a cost to U.S. flag employers! For the same reason, aboard national flag vessels today like those of the UK, the Netherlands and France one might find only one or two citizens of the flag state of registry. Non-citizen, non-domiciled mariners have become the standard aboard these "national flag" vessels.

Therefore, we should not be surprised that opportunists such as the former Crowley Maritime official at the Hudson Institute are advocating for a second registry, or that the person who runs an FOC registry and fly-by-night training school in Massachusetts is advocating for a U.S. Virgin Islands second registry. Nor, more recently, is it any surprise that the CEO of an American flag tanker company that is closely connected to one of the largest U.S. owned Flag of Convenience tanker companies in the country and who is in the midst of fighting a Union organizing drive in its U.S. fleet wants to source foreign labor.

A young person today has good reason to balk at a career at sea when the terms and conditions of employment are inferior to what can be had ashore, and when the national flag industry itself is under constant attack. The time horizon for a secure career at sea under the U.S. flag rarely exceeds ten years — the duration of the Maritime Security Program, when and if renewed by Congress! Without a national maritime policy supported by Congress and extending to training, shipbuilding, tax and cargo incentives, and bilateral trade agreements connected to the economic as well as the military needs of our country, this crewing "crisis" will continue.

The irony is that a little over a month ago, for the first time on Veterans Day, a U.S. Merchant Marine contingent was allowed to join the annual presidential wreath laying ceremony in Arlington, Virginia. Con-men, opportunists and corporate greed will not bring down the U.S. merchant marine any more than the torpedoes of WWII. The U.S. flag will remain the U.S. flag and U.S. citizen mariners will continue to crew our ships. Maritime labor will not be giving up the ship.



The Wilmington Waterfront Promenade, expected to open in early 2024, has won awards for excellence in city making and community building.

Photo courtesy of Port of Los Angeles.

Port of L.A. recognized for infrastructure projects

The Port of Los Angeles has announced two major infrastructure projects have won awards for innovation and excellence. The Wilmington Waterfront Promenade has been honored with two awards for exceptional open public space design. The port's Alameda Corridor Terminus Gap Closure project has been recognized as a top regional transportation improvement project.

At the 53rd Annual Los Angeles Business Council (LABC) Architectural Awards ceremony — which recognizes projects that encourage meaningful transformation in communities and cities — the Wilmington Waterfront Promenade was named a winner in the "Under Construction" category.

At its 2023 design awards ceremony, the Urban Westside Forum also honored the Wilmington Waterfront Promenade as a project demonstrating excellence in city making and community building. The award was decided by an independent jury from a range of building and architectural disciplines.

Expected to open in early 2024, the

\$77.3 million Wilmington Waterfront Promenade project will create a community park adjacent to the Banning's Landing Community Center, along with a waterfront promenade, public pier, public dock, public restrooms with a green roof, playground and parking lots. Creating a "window on the waterfront" for the Wilmington community, the nine-acre project also involves the realignment of Water Street, utilities, street work, grading, paving, striping, lighting, landscaping, irrigation, signage, public seating, bike racks and drinking fountains.

Winner of the American Public Works Association Southern California Chapter B.E.S.T Award for a regional transportation project, the port's \$17.3 million Alameda Corridor Terminus Gap Closure project was completed in June 2022. The project entailed construction and modification of 5,000 feet of mainline railway track, helping to eliminate a gap in rail access between the port's West Basin area and the Alameda Corridor, and reduce delays in trains serving several terminals.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2024

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at mfow.org or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential.

(a) Eligible participants are MFOW members who:

- (1) Have maintained A, B or C seniority classification.
- (2) Are current with their dues.
- (3) Are eligible for medical coverage through covered employment.
- (4) Have a current Q-card (annual physical) issued by the Seafarers' Medical Center and are fit for duty.

(b) Non-seniority applicants:

(1) Applicants may be selected for required government vessels training as required to fulfill manning obligations under the various MFOW government vessel contracts.

(2) Selectees under this provision must meet all other requirements for seagoing employment and shall have demonstrated satisfactory work habits through casual employment.

Maritime Institute

Courses are conducted at Maritime Institute in San Diego, California, contingent on enrollment levels. Tuition, lodging and transportation are pre-arranged by the MFU Training Plan.

Military Sealift Command (MSC) Government Vessels Course

This four-day course is required for employment aboard various MSC contract-operated ships and includes the following segments: Shipboard Damage Control; Environmental Protection; Chemical, Biological and Radiological Defense; Helo Firefighting.

February 12-15 March 11-14 April 15-18

Military Sealift Command (MSC) Readiness Refresher

This two-day course renews the following government vessel segments: Helo Firefighting; Environmental Protection; Damage Control; and Chemical, Biological and Radiological Defense. The full versions of these segments must have been completed within 5 years of taking the Readiness Refresher course.

February 1-2 February 29-March 1 April 4-5

QMED Fireman/ Oiler/Watertender

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Watertender/Oiler course will satisfy the requirements needed for the national endorsements as QMED Fireman/Watertender and QMED Oiler, provided all other requirements, including sea service, are also met. *Prerequisites: 180 days or more of MFOW-contracted sea time as Wiper; PLUS, Coast Guard approval letter for endorsement upgrading, which certifies minimum of 180 days' sea time as Wiper.*

April 22-May 17, July 8-August 2
September 9-October 4

STCW Rating Forming Part of an Engineering Watch

A member who successfully completes the 40-hour Rating Forming Part of an Engineering Watch (RFPEW) course will satisfy the requirements needed for the STCW endorsement as RFPEW. *Prerequisites: See QMED Fireman/Watertender and Oiler course. It is recommended that eligible candidates schedule the QMED Fireman/Watertender and Oiler and RFPEW courses back-to-back for a five-week combined training session.*

March 25-29 May 20-24 August 5-9

QMED Electrician/Refrigerating Engineer

A member who successfully completes the 240-hour QMED Electrician/Refrigerating Engineer course will satisfy the requirements needed for the national endorsement as QMED Electrician/Refrigerating Engineer, provided all other requirements, including sea service, are also met. *Prerequisites: Endorsements as QMED Fireman/Watertender, QMED Oiler, and RFPEW; PLUS 180 days of MFOW-contracted sea time while qualified as RFPEW.*

February 26-April 5 April 22-May 31 July 15-August 23

STCW Able Seafarer-Engine

A member who successfully completes the 40-hour Able Seafarer-Engine (AS-E) course will satisfy the requirements needed for the STCW endorsement as AS-E. *Prerequisites: Endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, QMED Oiler and RFPEW; PLUS 180 days or more of MFOW-contracted sea time while qualified as RFPEW.*

April 8-12 June 10-14 August 19-23

QMED Pumpman/Machinist

A member who successfully completes the five-week QMED Pumpman/Machinist course will satisfy the requirements needed for the national endorsement as QMED Pumpman/Machinist. *Prerequisites: 360 days or more of MFOW-contracted sea time while holding the endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Oiler/Watertender, RFPEW and AS-E.*

May 20-June 21 September 30-November 1

High Voltage Safety

This five-day course is comprised of classroom lectures, simulator-based training, and assessments on our state-of-the-art TRANSAS TechSim 5000 High-Voltage (HV) Circuit Breaker Simulator. Students will be exposed to the principles behind shock hazards, and arc flash/arc blast phenomena. Practical exercises will help students understand how shock and arc flash boundaries are calculated, and most important, Incident Energy calculations to determine selection of required arc flash PPE. The assessment will incorporate all aspects of training including the proper use of PPE, live line tools, multimeters, other test equipment, and an implementation of a sample checklist for a Job Safety Analysis plan dealing with HV. *Prerequisites: QMED Electrician-Refrigerating Engineer/Junior Engineer/RFPEW and Able Seafarer-Engine endorsements.*

February 12-16, March 25-29 April 15-19

New in 2024

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: February 26-March 15, June 3-21, September 9-27

STCW Rating Forming Part of an Engineering Watch:

February 26-March 1, April 8-12, June 24-28

STCW BASIC TRAINING

All Basic Training Certificates Hold A One-Year Validation When Used For Mariner Document Renewal.

STCW Basic Training Revalidation

The BT Revalidation course is designed for personnel who have previously completed a 40-hour Basic Training course and have at least one year of approved Sea Service within the last five years.

Maritime Institute, San Diego, CA: February 2, February 16, March 8, March 22

Maritime Institute, Honolulu, HI: April 12, June 7, August 2, October 11, December 6

Cal Maritime Academy, Vallejo, CA: Returning in 2024

Compass Courses, Edmonds, WA: January 23-24, February 20-21, March 19-20, April 16-17

MITAGS-PMI, Seattle, WA: January 29-30, February 26-27, March 25-26

STCW Basic Training Refresher (three days)

The BT Refresher course is designed for personnel who have previously completed a 40-hour Basic Training course and have NOT completed one year of approved Sea Service within the last five years.

Maritime Institute, San Diego, CA: February 21-23, March 13-15, April 10-12, May 22-24, June 12-14

Maritime Institute, Everett, WA: May 29-31, July 1-3, September 18-20, November 25-27

Cal Maritime Academy, Vallejo, CA: Returning in 2024

Compass Courses, Edmonds, WA: January 23-25, February 20-22, March 19-21, April 16-18

MITAGS-PMI, Seattle, WA: Returning in 2024

AFL-CIO: Surge in workplace fatalities is alarming, unacceptable

PRESS RELEASE
December 20, 2023

New data from the U.S. Bureau of Labor Statistics show the tragedy many families face due to a surge in both the number and rate of workplace deaths: In 2022, 5,486 people in the United States died because of their job. The job fatality rates for Black and Latino workers both increased compared with the previous year; immigrant workers accounted for 64 percent of Latino worker fatalities. AFL-CIO President Liz Shuler released the following statement in response to Tuesday's new data:

Every workplace fatality represents a family member who will never return home after a shift. An empty chair at the dinner table that never again will be filled. A loss that ripples through entire communities. We cannot and will not accept these tragedies as inevitable. Workplace deaths are preventable, but un-

checked employers blame workers and treat people as disposable.

At a time when we should be bolstering workplace safety and holding corporations accountable, the labor appropriations bill put forward by House Republicans proposes cuts to funding for both the Occupational Safety and Health Administration (OSHA) and the Mine Safety and Health Administration (MSHA). These agencies are essential to keeping workers safe on the job, and any effort to defund them is a frontal assault on the safety and lives of working people.

Maintaining a safe workplace should not be partisan; a bipartisan Congress established this right under the law more than 50 years ago. Significant hazards like workplace violence and occupational heat exposure are getting worse and need immediate attention. Now is the time for more resources, standards and agency oversight to ensure our loved ones have the protections they need to come home at the end of the day.

Military Sealift Command celebrates “75 Years of Maritime Excellence”

This year, Military Sealift Command will celebrate its 75th anniversary. Since 1949, MSC, originally Military Sea Transportation Service (MSTS), has been at the forefront of maritime logistics supporting the nation’s joint warfighters around the world. Over the decades, the command has evolved into an agile fleet of approximately 140 civilian-crewed ships that replenish U.S. Navy ships at sea, conduct specialized missions, preposition combat cargo at sea around the world, perform a variety of support services, and move military equipment and supplies to deployed U.S. forces.

Today, MSC’s workforce includes approximately 10,000 civil service and contract mariners, shore staff and active duty and reservist service members; deployed in regions all over the world. Throughout 2024, the command will be remembering its history, honoring its legacy and celebrating the contributions of its Civil Service Mariners, civilians and military members – past and present - through various community outreach, observances and other special events to reflect on “75 Years of Maritime Excellence.”

The idea of creating an all-encompassing component responsible for water transportation of the military, in both peace and wartime was suggested as early as 1847 by the Quartermaster General of the Army, Brig. Gen. Thomas S. Jesup who had competed with the Navy for the chartering of American merchant ships. However, it would be another century before the idea would begin to become reality. The division would continue through the early 1900s and the Spanish-American War and both World Wars.

During World War II, four different government agencies competed to utilize the commercial merchant marine - the Naval Transportation Service, the Army Transport Service, the U. S. Maritime Commission’s War Shipping Administration, and the Fleet Support Services. To oversee these organizations, the Joint Chiefs of Staff established the Joint Military Transportation Command.

On December 15, 1948, the Secretary of Defense James Forrestal issued a statement, “all military sea transport including Army transports would be placed under Navy command.” With the decision made, discussions began on the details of the actual transfer and scope of the new command.

While the Army and Air Force agreed in the transfer of sealift functions to the Navy, the services could not agree on how to distribute the costs. The services thought was the Navy should pay for the operations of the vessels, while the Navy believed that the services wanting to ship items should provide the necessary funds. This issue was not resolved until the new Secretary of Defense, Louis Johnson, issued a memorandum July 12, 1949, that spelled out the financing, purpose and responsibilities of the MSTS. The new command opened for business October 1, 1949 — the birth of Military Sealift Command.

The initial MSTS fleet consisted of six troop transports, three attack transports, 12 attack cargo ships, and 16 tankers, commissioned vessels in the U.S. Navy and manned by military crews. During the Vietnam War, MSTS was renamed Military Sealift Command.

Since its inception MSTS/MSC has been present during every major conflict since World War II, providing vital logistic and operational support to the warfighters on the front line. MSTS responded to the challenge of the Korean War within nine months deploying the 24th Infantry Division from Japan followed by the 25th Infantry Division and 1st Cavalry Division. In three years, MSTS transported more than 54 million tons of cargo, nearly 5 million troops and passengers and more than 22 million long tons of petroleum.

Between 1965 and 1969, MSC transported nearly 54 million tons of combat equipment and supplies and nearly 8 million tons of fuel to Vietnam. MSC ships also transported troops to Vietnam which marked the last use of MSC troop ships. Now, U.S. troops are primarily transported to theater by air.

During the first Persian Gulf Wars, Operations Desert Shield and Desert Storm, MSC distinguished itself as the largest source of defense transportation delivering more than 12 million tons of wheeled and tracked vehicles, helicopters, ammunition, dry cargo, fuel and other supplies and equipment. At the height of the war, MSC managed more than 230 government-owned and chartered ships.

Following the attacks of 9/11, MSC ships delivered more than 25 billion gallons of fuel and moved 126 million square feet of combat equipment and supplies to U.S. and coalition forces engaged in operations supporting Iraq and Afghanistan.

In March of 2003, on the heaviest day of delivering combat gear to Kuwait for Operation Iraqi Freedom, MSC operated 167 ships that stretched from the U.S. East and Gulf Coasts to Kuwait, the equivalent to one ship every 50 miles, a constant stream of combat material, supplies, vehicles and helicopters delivered to U.S. forces in the Middle East.

Throughout its existence, the MSC combat logistics force has continued to provide fuel, ordnance, food, parts, and supplies via underway replenishment to carrier strike groups and amphibious ready groups, independent deployers and ships from allied and partner nations.

The key for MSC’s longevity has always been its Civil Service Mariners (CIV-MARs). Merchant mariners have courageously supported the nation’s warfighters, and they have a tradition of going in harm’s way to deliver equipment and personnel, wherever and whenever called upon.

There is no better display of the spirit and versatility of the merchant mariner than the “Taluga Tigers.” In 1972, a group MSC civil service mariners did something many naval leaders didn’t think was possible when they took a decommissioned Navy

oiler and converted it into MSC’s first fleet service oiler. The experimental project, *Charger Log II*, tested MSC’s ability to man a fleet oiler with a minimum crew of mariners. The goal was to test the viability of operating an aging Navy ship with a civilian crew.

The recently decommissioned *Cimarron*-class oiler, *USS Taluga*, was turned over to MSC, and after an overhaul, *USNS Taluga* became the first MSC fleet support oiler. Manned with a crew of 105 CIVMARs and a 16-member military detachment to handle communications, *Taluga* would conduct 875 underway replenishments with the Seventh Fleet over three and a half years.

The Tigers proved that mariners could conduct underway replenishments repurposing a Navy oiler and their efforts set a new course for the Navy. It was a cost-saving alternative that preserved the operational lifetime of numerous naval vessels.

With the success of *Taluga*, the Naval Fleet Auxiliary Force grew from one ship to 22 T-AOs, eight T-AEs and three supply ships purchased from the British Ministry of Defense recommissioned as *Sirius*-class T-AFS ships. Then, in 1987, the *USNS Henry J. Kaiser* was introduced to the fleet in 1987 becoming the first of a 15-ship class of replenishment vessels designed from the beginning to be operated by civilian mariners.

As the *Henry J. Kaiser*-class fleet oiler era ends, the *John Lewis*-class era begins, and MSC continues to adapt to an ever-evolving maritime environment. The Navy accepted delivery of *USNS John Lewis* in July 2022. It is the first of 20 in the class – *USNS Harvey Milk* was delivered in May 2023.

The new oilers have the capacity to carry 156,000 barrels of oil, including biofuels. They are fitted with a helideck with the capacity to conduct refueling for helicopters, and they can hold more dry cargo than their predecessors. The vessels can also be armed with a close-in weapon system anti-ship missile defense system for detecting and destroying anti-ship cruise missiles.

Twelve new classes of vessels are scheduled to come online over the next decade, and 20 new ships will be delivered to the fleet in the next five years, all with modernized systems. MSC is also focusing on emerging capabilities such as new connectors, unmanned aerial resupply and expeditionary munitions reload to better support distributed maritime logistics.

For 75 years, MSC has provided agile logistics, strategic sealift and specialized missions to the Department of Defense and has kept warfighters equipped and ready. Now, they are looking forward to another 75!



HONOR ROLL 2023

Name	Amount	Name	Amount
Marcos Almazan, JM-4933.....	\$100.00	Aaron Jones, #3944.....	\$300.00
Robert Baca, #3776.....	\$300.00	Anthony Lefebre, #3750	\$140.00
Jefferson Basuel, #3829	\$25.00	Vicente Malabug, JM-5337	\$25.00
Denny Capley, P-1809	\$20.00	Patrick Morrison, P-2748	\$75.00
Rudy Cesar, JM-5399	\$100.00	Joey Muller	\$150.00
Bonny Coloma, P-2763.....	\$700.00	Raymond Orosco, JM-5391	\$100.00
Mario Cruzat, #3825	\$40.00	Theo Price-Moku, #3975.....	\$50.00
Dale Cunningham, #3597	\$200.00	Eliseo Ramiscal, #3932.....	\$100.00
Daniel Daligon, JM-5359	\$20.00	Walter Tangonan, #3949	\$100.00
Anthony Dela Rosa, P-2753	\$25.00	Edward Tokarz, #3770	\$200.00
Edgardo Guzman, #3905.....	\$140.00	Eric White, #3925	\$1,200.00
Jack Von Hess	\$20.00		

POLITICAL ACTION FUND DONATIONS 2023

Name	Amount	Name	Amount
Sony Arandia, JM-5250.....	\$90.00	Francisco Lazzara, #3725	\$30.00
Jeffrey Baumgarten, #3745	\$50.00	Jacob Macias, #3840	\$100.00
Greg Blasquez	\$20.00	Richard Manley, P-2783.....	\$100.00
Joshua Braithwaite, #3931	\$15.00	John Michel, IV, JM-5411	\$20.00
Ivy “Cajun” Callais, #3592.....	\$100.00	Judith Moore in memory of	
Bonny Coloma, P-2763.....	\$100.00	Jerry Kimball, P-2543	\$1,000.00
Dale Cunningham, #3597	\$100.00	Shadow Moyer, #3822	\$50.00
Anthony Dela Rosa, P-2753.....	\$25.00	Ahmed Mohamed Munassar, #3934.....	
Henry Disley, P-2617.....	\$100.00	\$40.00
Gregory Dziubinski, P-2675.....	\$50.00	Vincent O’Halloran, SUP	\$100.00
Arthur Galbreath, #3841	\$90.00	Raymond Orosco, JM-5391	\$100.00
Alan Graves	\$20.00	Anthony Poplawski, #3596.....	\$200.00
Mario Higa, #3738	\$300.00	Theo Price-Moku, #3975.....	\$50.00
David Hooper, P-2818.....	\$200.00	Joe Rubio, P-2757.....	\$100.00
Vernon Johnson Jr., JM-5380	\$20.00	Emilio Siguenza, #3984.....	\$200.00
Aaron Jones, #3944.....	\$150.00	Jacob Sperling, P-2640	\$20.00
Anthony Kimbrell, JM-5386	\$20.00	Walter Tangonan, #3949	\$100.00
Trae Kranz, JM-5354.....	\$10.00	William Watters, JM-4936.....	\$100.00

SEATTLE NOTES

During the month of December Seattle shipped the following: five Electricians, one Oiler, seven Standby Reefers; and two Standby Wipers. Seattle currently has 10 A-, five B-, and four C-seniority members registered for shipping.

After being extended and shuffled around, the *MV Maunalei* had a year-end clean payoff and is laid up in Seattle at T-23. Matson called for standbys to prepare for deep layup, and she is expected to go back into service late April or early May. If you are at work now and planning ahead, *Maunalei* will need a full gang when activated, so don't let your doc renewals, drug screens, and physicals fall out of view.

The Seattle Branch is pursuing a \$200,000 budget request in the Washington State Legislature to fund the Seattle Jobs Initiative (SJI). This program is designed to assist and train uncredentialed people who are looking to make a career at sea, but do not have the means to pay for entry level credentials. Graduates will be BST and VPDS trained, and it offers wrap around support to cover the costs of MMC issuance, TWIC and CG-719K fees. Beyond that, while enrolled in the program, food per diem, travel and childcare assistance can also be granted.

As we all know, it has become cumbersome and extremely cost prohibitive for people to get started in our industry, and this program is exactly what is needed to bolster the number of available crewmembers. If the request is funded, the Seattle Branch will refer uncredentialed walk-ins to this program. If you know a Washington resident that wants to go to sea and falls below the \$75,000 poverty level, please send them my way and I will refer them to SJI.

SUP Seattle Branch Political Director Waylon Robert and SUP member Giorgio Pompei have done an amazing job networking and putting all the pieces together to make this opportunity a success. If you are interested in supporting this and helping to secure these monies let me know and I will put you in contact with Brother Robert who will work with you to get a letter off to our legislative leaders.

**Fraternally,
Brendon Bohannon,
Representative**

HONOR ROLL

Voluntary donation to General Treasury — December 2023:

Aaron Jones, #3944	\$100.00
Robert Baca, #3776	\$300.00
Anthony Dela Rosa, P-2753	\$25.00
Edgardo Guzman, #3905	\$100.00
Eeric White, #3925	\$100.00
Marcos Almazan, JM-4933	\$100.00
Vicente Malabug, JM-5337	\$25.00
Dale Cunningham, #3597	\$200.00
Bonny Coloma, P-2763	\$300.00

POLITICAL ACTION FUND

Voluntary donations for December 2023:

Anthony Poplawski, #3596	\$200.00
Anthony Dela Rosa, P-2753	\$25.00
Jeffrey Baumgarten, #3745	\$25.00
Dale Cunningham, #3597	\$100.00
Bonny Coloma, P-2763	\$100.00

HOWZ SHIPPING?

December 2023

San Francisco		Honolulu	
Electrician/Reefer/Jr. Engineer.....	2	Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	3	Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer	1	Junior Engineer.....	3
Oiler	4	Oiler	1
Wiper	3	Wiper.....	1
Standby Electrician/Reefer	10	Shore Mechanic.....	2
TOTAL	23	Standby Electrician/Reefer	25
Wilmington		Standby Wiper	25
Electrician.....	1	TOTAL	63
Electrician/Reefer/Jr. Engineer.....	3	Seattle	
Reefer/Electrician/Jr. Engineer.....	2	Electrician.....	5
Junior Engineer	3	Oiler	1
Oiler	3	Standby Electrician/Reefer	7
Wiper	3	Standby Wiper	2
Shore Mechanic.....	10	TOTAL	15
Standby Electrician/Reefer	22		
Standby Wiper	20		
TOTAL	67		

Regular membership meeting dates 2024

February 7	S. F. Headquarters	10	Wilmington
13	Honolulu	August 7	S. F. Headquarters
14	Wilmington	13	Honolulu
March 6	S. F. Headquarters	14	Wilmington
12	Honolulu	September 4	S. F. Headquarters
13	Wilmington	10	Honolulu
April 3	S. F. Headquarters	11	Wilmington
9	Honolulu	October 2	S. F. Headquarters
10	Wilmington	8	Honolulu
May 1	S. F. Headquarters	9	Wilmington
7	Honolulu	November 6	S. F. Headquarters
8	Wilmington	12	Honolulu
June 5	S. F. Headquarters	13	Wilmington
12	Honolulu	December 4	S. F. Headquarters
12	Wilmington	10	Honolulu
July 3	S. F. Headquarters	11	Wilmington
9	Honolulu		

HONOLULU NOTES

There were 63 dispatches in December; it has become our new average with Matson cutting back on standby jobs. We used to ship around 60 to 70 standbys a month and now we average around 50 standbys a month.

Presently, the Honolulu registration list has 16 A-, seven B-, and seven C-seniority members. That's 30 members on the registration list and just shy of 40 members out at sea or on shore-side billets for Honolulu. It would be nice to have a 2.5 to 1 ratio but normally we have a 2 to 1 ratio and make do. But now we have sunk further since COVID. We lost some members during COVID

and gained a handful of new ships; this has put us in a situation. Hopefully soon we'll attain more members to rotate everyone on time.

Last year went by with a lot less COVID restrictions. Even having APL and Matson remove some of their COVID vaccination requirements, I have just seen a member being labeled unfit for having COVID. He lost his job. You might not even need a COVID vaccine to join a ship but there's still a chance of losing your job to COVID illness. Wishing you all a COVID-free new year.

Aloha,
Mario Higa, Port Agent

HONOR ROLL

Dues Paying Pensioners — End of 4th Quarter 2023:

Robert Barnett, #3644 (P-2683)	Pensioned 10/01/2007	Seattle
Roger Brucks, #3468 (P-2758)	Pensioned 06/01/2014	San Francisco
Michael Carr, #3550 (P-2718)	Pensioned 05/01/2011	Seattle
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/2014	Honolulu
Anthony DelaRosa, #3496 (P-2753)	Pensioned 1/1/2014	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/2005	San Francisco
David Madrid, #3591 (P-2816)	Pensioned 12/01/2020	San Francisco
Herman Richter, #3521 (P-2779)	Pensioned 1/1/2017	San Francisco
Anthony Roberts, #3540 (P-2694)	Pensioned 04/01/2009	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/2014	San Francisco
Walter Washington, #3548 (P-2813)	Pensioned 5/1/2020	San Francisco

Finished With Engines 2023

A total of 14 deaths were reported in 2023, ten pensioners and four members.

Name	Date of Death	Location
Philip Ardagno, JM-4665	April 19, 2023	San Francisco, California
Norval Ayers, P-2665	February 13, 2023	Maui
Dennis Barrios, JM-5414	January 14, 2023	Philippines
Kinzer Beavers, P-2677	June 30, 2023	Tahoma, Washington
John Harlan III, P-2811	September 4, 2023	Alaska
Grover Harris, P-2575	May 30, 2023	Elma, Washington
Alirio Hernandez, P-2579	October 20, 2022	
Donald Jung, P-2086	January 8, 2023	
Stanley Kielwasser, P-797	March 1, 2023	
Samuel Levecque, JM-4993	January 7, 2023	
Frank Marinovich, 3663	November 10, 2023	San Pedro, California
Clifton Priest, P-1457	July 18, 2022	
Jeffrey Robinson, P-2778	March 10, 2023	Oregon
David Santos, P-2641	April 11, 2023	San Pedro Sula, Honduras

Halls to close

Martin Luther King, Jr.'s Birthday — All MFOW hiring halls will be closed on Monday, January 15, 2024, in observance of Martin Luther King, Jr.'s Birthday, which is a contract holiday.

Lincoln's Birthday and Presidents' Day — The MFOW hiring halls will also be closed on Monday, February 12, in observance of Lincoln's Birthday and on Monday, February 19, 2024, in observance of Presidents' Day. Both days are contract holidays under the APL and Matson Master Offshore Agreements.

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